

Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 1997 No. 85



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Editorial

Thank you . . .

In the last edition of Flower Power I appealed to members for contributions to the magazine. To the many who responded — thank you. We had a very good response from all over the world. The sum of all your efforts should be reflected both in this edition and in the next one, as some work is being held over due to lack of available space.

I apologise for the lateness of this copy of the magazine. I have had a busy time at work and at home and this has delayed everything. In order to get back on schedule, and get the next edition out in time to beat the Christmas post, I am moving straight on to producing the Winter magazine now. So if you have any adverts or letters or stories etc, do send them in *immediately*.

JBD has now been fitted with a static rear seat belt to enable Andrew to travel in his child seat in reasonable safety and comfort. The three holes that I had to drill in the rear bulkhead are a small price to pay for now Celia and Andrew have no excuse for not coming to car shows with me. I'm still debating whether to put the other belt in next to him for Celia.

I went to the Beaulieu autojumble recently with Howard Pryor. The supply of original spares for 50s and 60s cars is perhaps running out now. There certainly seems to be less available than say four or five years ago. This will mean clubs will have to organise more manufacturing of the rarer items. In our own case, we have had to revert to having mains bearings converted to fit the Mayflower. This is well on track and the club should be able to supply most engine parts very shortly.

1952 TRIUMPH MAYFLOWER FOR SALE

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Chairman's report

AS I WRITE my notes for the Autumn edition of *Flower Power*, just three weeks have passed since our national rally at Avoncroft museum of historic buildings. I would like to congratulate all 18 cars and the 24 members of the club who with their families contributed to such a wonderful gathering.

The glorious weather over the whole weekend helped in no small way to make the rally such a success, building on and providing a great follow-up to the 1996 25th Anniversary rally.

Avoncroft proved to be an excellent choice of venue, reasonably central and with easy access from adjacent motorways and providing something of interest to all members of the family.

Once again it was a pleasure to meet so many new members in the process of restoring their vehicles, and to be able to help them with their individual problems.

The memory of the sight of so many Mayflowers of such fine quality must help and inspire them to complete their own projects. Especially through the cold or difficult periods when stagnation can set in.

We seem to be on the crest of a wave of popularity at the moment. A reflection and response I feel to the efforts of our committee members who over the years have worked quietly but efficiently to further the interest of our quite unique Marque.

I found it particularly pleasing to see older members of the club present who no doubt would remember rallies of yesteryear when attendance and enthusiasm was much more limited. Ron Haggar and Peter Burdge were particularly welcome. Without their efforts from previous years the club would not be in such a healthy position as it now is today.

Conversion

Much interest was shown in Peter's 1300 engine conversion. I can readily vouch for its performance. When leaving, on the A38 towards Worcester I realised that Peter was suddenly no longer behind me but was pulling over in front after overtaking me! I wound my window down as fast as possible to wave farewell but in no time at all he was well away. Truly "gone with the wind"

We returned home to North Yorkshire via a side trip to Anglesey in North Wales. KSF 804 covered 620 miles averaging a very creditable 33 to 35 mpg. Travel was trouble-free apart from one hot mid-day occasion when the age old Mayflower problem of hot restart reared its ugly head - as usual in

the most awkward of places, in my case on the slip road approach to the A55.

Other than to the rally, my own travels this summer have taken me once again to Mellerstain in the Borders, together with visits to smaller gatherings at Kirkby agricultural college; Ponteland north of Newcastle on Tyne, and to the Hillman International rally at Elvington Air museum near York.

I can't speak too highly of the Mellerstain rally where over 600 cars gather annually amongst the most beautiful surroundings. This year there were four Mayflowers present - John Burgess (746) John Miller (689) Ken MacKenzie (710) plus my own car.

Sue and I had a wonderful weekend, visiting Floors castle on the 'Regularity' run. Ponteland and Elvington were smaller gatherings

but very enjoyable nonetheless. In the Mayflower we do possess quite a rare vehicle which seems to generate a great deal of admiration and interest from the general public. Most former owners seem to hold happy memories of their Mayflower days.

As I close my remarks, I would like to remind all readers that Committee members are always pleased to receive views from club members as to whether the club is going in the right direction. We are not a complacent bunch and would welcome fresh ideas that would help to stimulate interest. Perhaps regional 'journalists' or representatives would be one way of providing the Editor with material from the grass roots - Think about it.

Best wishes to all members for their Autumn motoring.



Chairman's car with George alongside

Quiet country wedding

THAT'S WHAT Sting and his long-time girlfriend Trudie Styler said they would have recently when they celebrated their marriage for the second time in two days.

The wedding at St Andrew's Church in tiny village of Gt Durnford in Wiltshire was certainly a rural affair, but the 250 guest list was star-studded with

ADVERTS

STEVE COULMAN is once again appealing for your help in providing background material ie. photographs, brochures, memorabilia, information, whatever. He advises that his phone number was incorrect in the last magazine. You can contact him on (01724) 762061. Thanks to Steve we have details of the following cars and/or secondhand spares available:

IN CANTERBURY — Roy Bramley has available the glass and interior of a car used for 'Banger racing' after he had been unable to sell it as a going Mayflower despite trying for almost a year. Tel: (01227) 780102.

IN WALES — Craig Stone has a 1952 car and lots of spares, barn-stored for several years but it does run and shouldn't need too much work for an MOT. Tel: (01495) 752314.

names such as Peter Gabriel, Bob Geldof, Paula Yates, Pamela Stephenson, Billy Connolly and Charlotte Rampling.

It rained for hours before the ceremony, but the showers let up briefly as the groom, looking relaxed and happy, arrived in an elegant grey Triumph Mayflower. Sitting in the back were his sons Joe, 14 and Jake, 7, in page boy outfits.

Thanks to Sue Willis who sent this cutting from her newspaper. She wants to know if the car managed to upstage Trudie's £20,000 Versace wedding dress of ivory satin, lavishly adorned with gold embroidery. — No Comment — *Ed.*

IN THE COVENTRY AREA — Phil has a 1953 car for sale. It sounds like it needs a paint job but is a runner and going at just £750 engine good too! Tel: (01203) 503542.

A JOB LOT of Handbook and brochures for £30. Contact Terry Moreland on (01932) 562933.

ORIGINAL spares list, an Instruction book and loads of other bits - £40. Contact Harry Kipling on (01430) 860300.

IN THE HARROW AREA — Dennis Pearson has a bonnet, boot; petrol tank, 5 wheels, engine, distributor, ignition switch, radiator grill and other components. He is open to offers. Tel: 0181 - 422 9629.

CORNWALL — Neil Teague has a 1953 car that has been barn stored. It is thought to run and is described as solid. Neil will consider offers in excess of £400. Tel: (01209) 715325.

Rally report

by Howar Pryor

OUR THANKS as always go to TROC's Jennifer Langton and her team of helpers for once again providing us with an idyllic location, perfect weather and professional organisation for another Annual Rally. 27 Mayflower members attended this year, 16 with cars.

The members who booked in were as follows:

20	Peter Burdge	PYA 755	Bristol	90 mil eapprox
160	Alan Watson	no car		
230	Ron Hagger	no car		
262	John Gogay	PKK 101	Dartford	Speedo cable broke on way
409	Peter Benfield	KSF 804	Richmond N Yorks	no mileage stated
462	Paul Norton	HTH 719	Bromsgrove	1 mile
543	Jim Greenley	FST 608	Thurlbey	107 miles
544	Tony Booth	no car		
551	Howard Pryor	NLO 739	High Barnet	125 miles
580	Alan Kormes	in his Renown, which deservedly won a TROC prize		
650	Forbes Alexander	no car		
699	Ken Johnson	XMG 7	Earl Shilton	65 miles
708	Helen Hunter	OOD 231	Isle of Wight	189 miles
710	Ken MacKenzie	FJR 391	Newcastle-on-Tyne	325 miles
713	Peter Dale	NXA 300	Wolverhampton	23 miles
715	John Oaker	HBU 358	Walsall	35 miles
727	Mike Handley	PTD 615	Penn	127 miles
743	Gordon Poole	LFG 805	Daventry	52 miles
779	Richard Root	no car		
785	Steve Coulman	no car		
788	Jeff Baker	no car		
789	Tony Thorpe	NLM 888	Burton-on-Trent	45 miles approx
794	Diane Payne	TPB 783	Salisbury	120 miles
809	Steve Floyd	KCJ 919	Wolverhampton	23 miles
828	Derek Merchant	no car		
830	Paul Bielby	no car		
882	Dave Stafford	in his Renown JLY 74 as ESK 253 played up on the day set out but blew a core plug on the way up		
643	Martin Bishop			

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Chris Winters

84 Spencer Ave, Earlsdon
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The Prize winners for 1997 were — The Fred Ogelsby Concours Award: 1st Howard Pryor NLO 739; 2nd Peter Dale NXA 300; 3rd Paul Norton MTH 719.

Our Lady Driver's Award was contested this year by two ladies, Diana Payne who drove 120 miles from Salisbury and Helen Hunter who won, with, 189 miles from the Isle of Wight.

Ken McKenzie won Distance Award covering 325 miles to attend the rally and also the new George Jeary Trophy with his very original car although I have since seen a very, very, original car living in Leigh on Sea. Maybe this new prize section will be more hotly contested next year who knows.

Our Forbes Alexander Non-course Award winner for I believe the second time was Tony Thorpe (could you please clean it

for next year and give someone else a chance), well done at least you made it (but I surely don't know how). Sincerely though all Mayflowers are always welcome in any condition

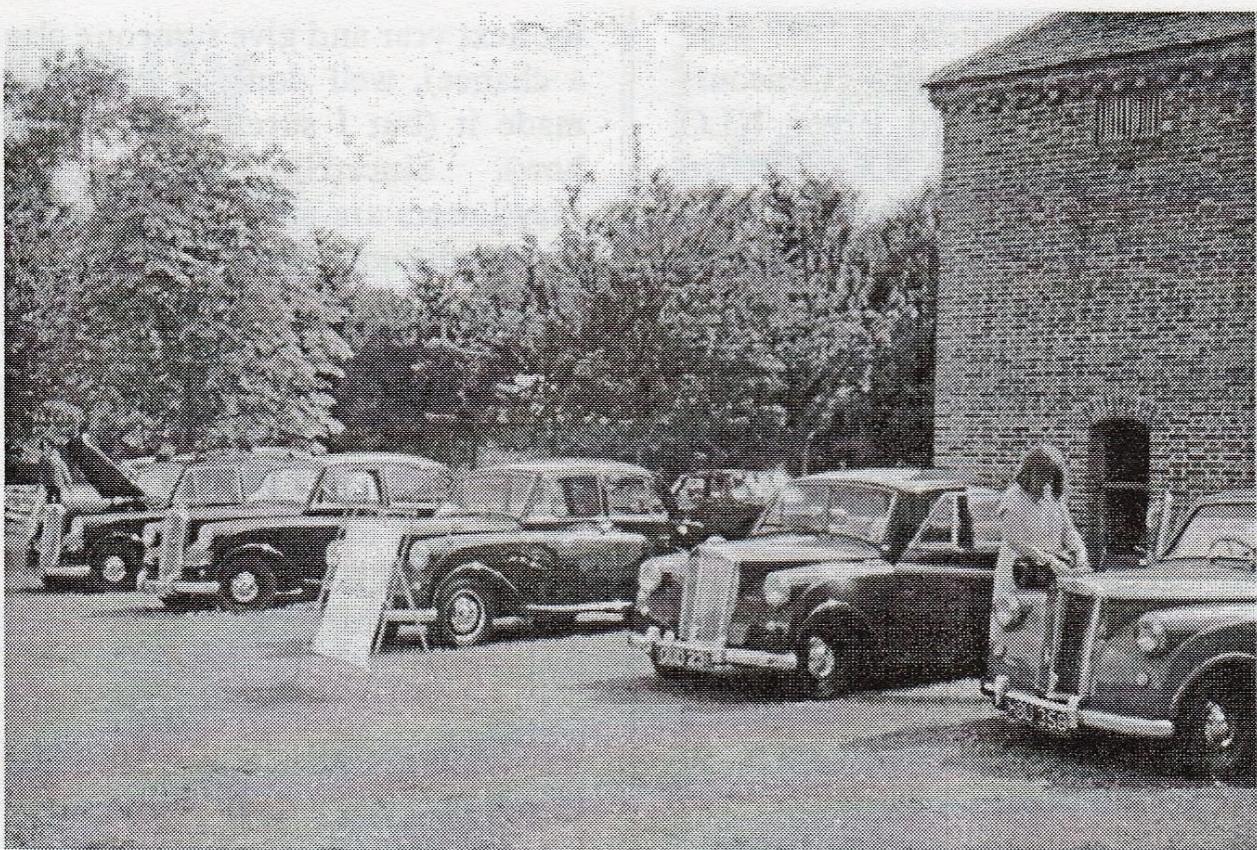
Leland Felix was awarded the Achievement Shield for the manufacturing of the quarterlight rubbers. This is the first time this award has gone overseas, so just because you may live abroad please do not think your activities go unnoticed this is truly an International Club.

Steve Coulman our new Historian collected the Chairmans Cup for his work compiling literature for his booklet (which we hope to see soon).

A few notes of worth are that of the 11 members without Mayflowers in attendance two were in Renowns.



Line ups of some of the cars at the annual rally



Also a few of the older members were out, Peter Burge No. 20 with his engine transplant who overtook Peter Benfield on the way home at an estimated 80 mph (the police were informed but they could not catch him).

Ron Hagger No 230 whose car has won the Concours Competition numerous times in the past.

Poor Paul Norton, he had to drive away from the Rally to get his car to drive and back past his house a total of 1 mile to get to Avoncroft (next year's Rally is in my back garden).

The hot weather took it's toll, my car contracted a fuel blockage and ran weak, would not tick over and boiled over a number of times we limped home stopping as necessary.

Others of you have similar tales I'm sure but unlucky Martin Bishop's Mayflower blew a core plug on the M4 on the way to the Rally and was eventually taken home by the AA four hours later (I suppose on the bright side he won't have to steam clean the underside of his car for a while).

We must thank our patient spouses in unforeseen stops, although it is rumoured Carol, Martins wife, blew more than a coreplug.

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Helen Hunter receiving her award from Howard Pryor



More cars

My gratitude and thanks go to those of you who helped with the rally, setting up the club marquee etc but beware you are now on my help list in indelible ink and there is always room for more names. Thanks again.

Changes

Did you spot any changes at this year's rally and did you like them, let me know or write to the magazine and let everybody know.

Many people enquired why we did not have the barbecue this year.

We were told that it was too much of a fire risk with the old buildings so close but on arrival we were told we could BBQ! Next year I promise the return of the half an oil drum BBQ.

Talks are underway for a four club Rally with ourselves, TROC, Roadsters and Pre-1940 Triumphs for the special celebration of 75 years of Triumphs in 1998 and should you forget it is 50 years of Mayflowers in 1999 when I hope that we as a club will have learnt enough to host the four club rally.

Happy Mayflowering.



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Grey interior. Garaged since 1971

YMT 44

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Axminster, Devon

Southern experience!

by Helen Hunter

AFTER TWO years off the road because we thought she was seized and without the finances to find out, we eventually get her apart to find out that NO she is not seized, but that the starter motor had well and truly jammed in.

Feelings of relied and pig sickness, we finally managed to get her through the MoT just two weeks before the Southern rally, which was to be held in conjunction with the Triumph Roadster Club annual rally.

It was my fault for the lousy weather as I had attempted to hire a power buffer to attack the paintwork. As soon as I started work it started to rain and continued, hence the scruffy state of Trudy at the rally.

It was nice to get her back on the road again as we booked ourselves onto the Yarmouth - Lymington ferry from the Isle of Wight to the UK mainland.

The ferry arrived at Lymington at 10.30 am on Saturday morning. As we drove ashore we had lots of threatening clouds and a boot full of spares just in case. The trip to the rally was reasonably uneventful apart from the fact that whilst trundling along the A34 the wipers

packed up. Lots of rain, lots of spray - wonderful!

We pulled off at Didcot and had a McDonalds experience (yuk) kids treat. Whilst there it stopped raining for a while, just long enough to treat the windscreen with 'Rain-X' (magic stuff).

No problem now, the rain just skitters off the screen leaving you able to see without any eyestrain. We arrived at Biggleswade in Bedfordshire about 5.00 pm found the Aerodrome and asked directions for our B&B. Very helpful people at the Old Warden Guest House (above the Post Office).

We set off t meet the gang at the Stratton House Hotel for supper, company was very good and we eventually got our food (kids were dead on their feet).

Next morning struggled to get the kids out of bed in time for breakfast. Arrived at the aerodrome just after Howard Pryor, parked the car and proceeded to help rig the tent whilst being rained upon.

The heaviest rain that morning was while we were visiting the museum and so were indoors. The kids had a nice time and eventually Laurenson managed to worm himself in on the model aeroplanes and become a 'Go Get-um (when they ditched he ran off to get them). The temptation was too great for a small boy with an expensive model in his hands, at least once that I noticed - I covered my eyes and hoped.

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We met and got chatting to a number of Roadster owners and what a lovely bunch of people they were too.

My little girl Naomi was smitten with one of the owners. She wanted to take him home with us - well done Doug.

I learned from Mr and Mrs Hardy (green roadster) that there was a Roadster on the Island somewhere in Freshwater. Five days later I was parked in Freshwater collecting my Father's pension and when I returned there in front of me was a sort of Fawn coloured Roadster - so yes there is.

We left the grounds of the Old Warden aerodrome at 4.30 pm after being presented with the distance

award which was great. We were booked on the 9.30 pm (last one) and didn't expect to make it but we got there with time to spare. I did about 90 per cent of the driving so that's why. (I've been told I have a heavy boot.)

The wipers worked fine on the Sunday going home until we got to the A34 and then they refused to work for the rest of the day!

I have to admit that I could not get the kids out of bed the next day so they had a day off school.

It was a shame that more Mayflowers did not turn up but it was a good day out and thanks to Howard for all his hard work.

Yours, Helen Hunter
Member 708 Isle of Wight



VERY ORIGINAL CAR FOR SALE

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Federation of British Historic Vehicle Clubs

*"To uphold the freedom to continue the use
of all mechanically propelled road vehicles"*

DRIVERS' CODE

FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

DRIVERS' CODE

Preamble.

The following suggestions are intended to benefit all road users whether using modern or historic vehicles. Since the old vehicle movement covers such a diverse range of speeds, sizes and performance, let alone age, these suggestions can only be generalised.

The old vehicle movement enjoys the goodwill of both legislators and the vast majority of ordinary motorists. Most drivers of modern cars relate to vehicles of a bygone age either through the first hand experiences of years past, or through parental reminiscences.

The performance of road vehicles has dramatically improved over the last 35 years, encouraged by the construction of the motorway network and the dualling of many A roads. Traffic speeds have increased enormously and the performance differential between modern vehicles and their, even relatively youthful, predecessors has widened. Even the so-called town car is capable of cruising at national speed limits, while commercial vehicles, including 40-tonners, have car performance.

This leads to a natural concern that the combination of speed differentials and growing congestion could lead to a detrimental change in attitude towards the use of our old vehicles. At present, only the occasional frustrated motorist makes comment and we must make sure it stays that way if efforts to "control" our freedom are to be avoided.

It is important to make the point that all drivers whether driving modern or old vehicles have equal responsibilities as road users. All drivers of old vehicles need to take steps to maximise safety and minimise inconvenience, so that, the fact that vehicles over 25 years old are exempt from road tax is not turned against us with off-the-cuff comments like "*why should they be on the road clogging everything up when they don't even pay anything*", which could so easily lead to the loss of our freedom to use the roads.

In other words, our freedom must be used responsibly. The very existence of a drivers' code is an acknowledgement of that responsibility, and this code offers some guide lines for the whole movement.

Although the clauses which follow are intended to apply when a vehicle is travelling alone, (i.e. not within an organised road event during daylight hours, when other road users will be aware of large numbers of vehicles sharing the highway) participants in events taking place on the road need to remember that they also are ambassadors for the movement.

Clause 1. - Slow Vehicles

1.1 Existing legislation allows for the use of yellow flashing, or circulating lights for most slow moving vehicles (up to 25 mph maximum designed speed built after 1946). The use of these warning lights is mandatory when the slow vehicle is on a dual

carriageway. Since many A and B roads now have sections of dual carriageway, and drivers of modern cars have grown to expect the flashing beacon on slow moving vehicles wherever they might be, unequipped pre-1947 vehicles are placed in a potentially hazardous position.

- 1.2 It is suggested that if the old vehicle is incapable of sustaining 25 mph and is not fitted with a warning yellow "flasher" it should be accompanied by an escort vehicle which is so fitted. It must be emphasised that the use of in-built hazard warning flashers is not legal in this situation - a proper yellow "flasher" placed on the roof of the escort vehicle either magnetically or attached to a suitable mounting such as a roof-rack and visible throughout 360 degrees must be in operation.
- 1.3 It is suggested that any vehicle incapable of sustaining a speed of 40 mph, should not use trunk motorways. The ordinary motorist accepts that there will be slow moving vehicles in the left hand lane, but does not expect vehicles travelling as slowly as 30 - 40 mph. Whilst it is accepted that old vehicles travelling at these speeds would not be breaking the law, and other motorists should be paying sufficient attention, nevertheless some recent accidents have given rise to criticism from the authorities. Drivers of large slow vehicles (mainly commercials) often have a problem with alternative routes. It is always a dilemma between selecting a winding and narrow country road, or a motorway. Owners of double deck buses, additionally have to contend with low bridges.
- 1.4 In the situation where traffic is building up behind an old vehicle moving more slowly than modern road traffic, it is suggested that the queue should be released regularly, whenever practical. This should minimise the unwise action of frustrated motorists who make dangerous overtaking manoeuvres, and help to reduce risks of 'road rage'. Drivers of historic vehicles cruising at 50 mph should remember that they will be much more difficult to overtake than the really slow historic vehicles, and yet they will be capable of engendering significant frustration levels in any queue which they may create.
- 1.5 Consideration for following traffic is particularly important when two or more historic vehicles are travelling in convoy, or with an escort vehicle. It is suggested that all drivers should have their own map or route plans to avoid the need to maintain visual contact. Vehicles should never follow so closely that overtaking traffic has to pass more than one vehicle at a time (except in the case described at Clause 1.2 above). Modern tenders or escorts, especially those with trailers, should kill time by waiting in lay-bys rather than by following slowly along main roads.

Clause 2. - Lighting.

- 2.1 The lights fitted to vehicles have improved in line with increasing performance and the changing road environment. Whilst non-electric lighting may have been acceptable when the "old" vehicle movement expanded in the early 1960s, this is sadly no longer the case. Non-electric lighting is found fitted only to very old and slow moving vehicles and sensible precautions are essential. Many owners fit temporary electric lighting - some battery lighting is very effective.

2.2 It is suggested that during "lighting up time" a vehicle not fitted with electric lights should only be used with an escort and then only in built-up areas where there is good street lighting. Remember that there is a legal obligation to use headlights, when fitted, in conditions of poor visibility during daylight hours. The vehicle without the headlights may not be breaking the law, but is very vulnerable when all around have modern lamps ablaze.

2.3 Flashing indicators have become universal over the last 40 years: hand signals are no longer part of the driving test, so younger drivers often rely on the "stalk" and expect everyone else to do the same.

The use of semaphore indicators remains acceptable except for larger vehicles where no provision for indicators at the extreme rear exists. Many of our vehicles have no provision for any type of direction indicators (or stop lights) leaving the drivers to rely solely on hand signals.

2.4 It is suggested that for vehicles up to 18 feet in length no action is necessary. Those over 18 feet with no indicator provision should display in a prominent position at the rear a notice "**HAND SIGNALS ONLY**".

2.5 It is suggested that larger vehicles which have semaphores fitted at the front but with no rear provision should also display a notice as in Clause 2.4 above.

2.6 The purpose of the suggestions in Clause 2.4 and 2.5 above, is to introduce an element of caution into the driver of a following vehicle and to emphasise to newer drivers that many older vehicles are not fitted with indicators.

2.7 It is suggested that modifications to the lighting systems to incorporate rear indicators or to make side lights flash should remain an owner decision. [As an aside, it is suggested that club concours judges should not penalise vehicles which have been sympathetically modified in this way. It would plainly be unfair to discriminate, especially if the unmodified vehicle had been transported to the event whilst the modified one had been driven].

Clause 3. - General.

3.1 Even within a road event, bunching should be avoided by despatching vehicles at intervals. Participants in events need to use common-sense to avoid "crocodiles" of vehicles. Trailers, low-loaders, and other support vehicles should wait a decent interval after the last vehicle has departed before following the route.

3.2 It is suggested that riders of historic motorcycles should give consideration to ensuring they can be seen, by using, for instance a fluorescent sash, or wearing gloves with reflective backs to enhance hand signals etc.

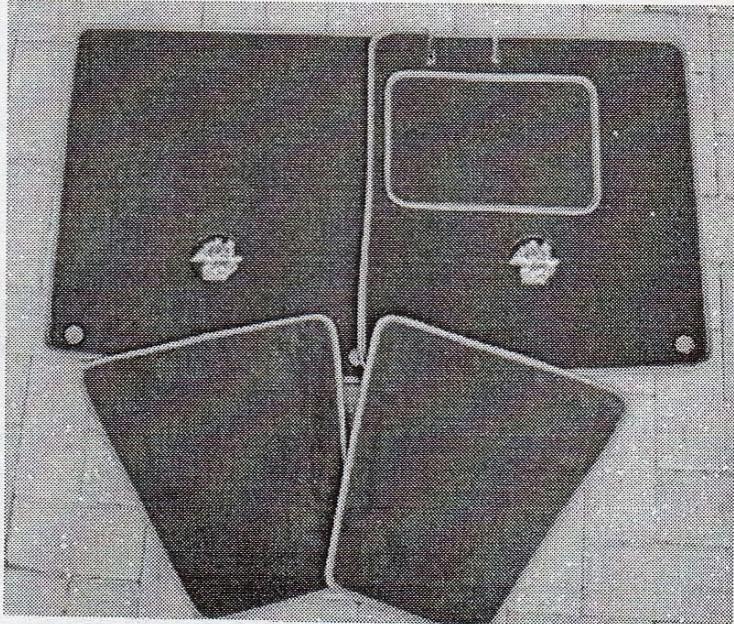
3.3 Now that satisfactory reproductions of "classic" rear view mirrors are readily available, motorcyclists should consider fitting one to a design and style appropriate to their machine and drivers of classic or older saloons should consider fitting period style exterior mirrors to supplement what is often an inadequate interior mirror.

Mayflower Christmas Boutique

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LETTERS

Steam days

Dear Editor,

I was very interested in the superb photograph published in the Summer issue of *Flower Power*, depicting the railway bridge and Mayflower car in Sheffield during 1954. So much of interest in one picture.

Readers may be interested to know that an identical B1 class engine to the one in the photograph was actually named *Mayflower*, and operated in the Boston area in steam days.

Although the engine was eventually scrapped during the 1960s, the name was transferred to a preserved member of the class which still carries the 'Mayflower' nameplates. I believe the locomotive is based at the Main Line Steam Trust at Loughborough.

Perhaps there will be a future opportunity to re-unite the B1 with one or more of our cars to re-create a similar scene.

Richard Root, 31 Hawkes Road
Coggeshall, Essex CO6 1QP
Member No. 779

[On leaving school in 1964 I started work at Lostock Hall MPD near Preston in the North-West of England as a Payroll Clerk. Lostock Hall was one of the last four steam engine sheds to close in 1969. I remember clearly a B1 from the North Eastern Region

coming to the shed about 1966 and creating quite a stir as all our engines were driven from the left-hand seat whereas the Eastern region engines were driven from the right-hand seat. I too hope we can find an excuse to print more steam engine pictures - Ed.]

Obituary

Dear Sir,

I am sorry to advise you that my brother Thomas Spring (Membership No. 668) passed away suddenly on December 14th 1996.

Unfortunately my brother did not live long enough to see the full fruits of all his labours and love in the termination of the restoration of his Mayflower. It lacked only the refurbishment of the upholstery for completion!

He had hoped to put it on the road by the summer of 97, but nonetheless it was a beauty! I sold it for a song and I can only hope that its new owner will put the same care into completing the job as would have my brother. I also hope the new owner will join your club.

Yours sincerely, Velasquez Spring
Hardrock, Ontario, Canada

Dear Phil,

I had a telephone call from Mrs Berry in Louisiana informing me of the death of her husband, Frank

(member 669). I had many dealings with him over the years while he was restoring his car. His son now has the Flower and I am sure we all wish him many happy years motoring.

John Gogay, Spares Secretary

Madam Mayflower

Dear Everybody,

Greetings from the owner of VOW 006 which is now known as 'Madam Mayflower'

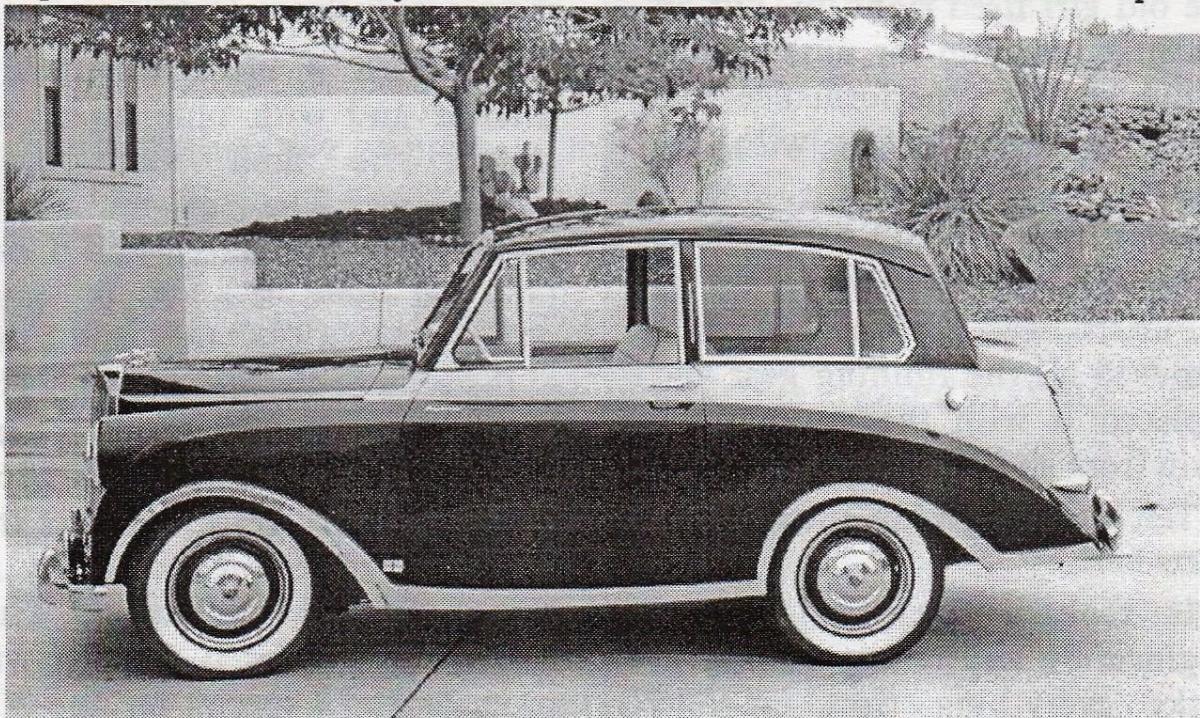
It has been six years since I first undertook the complete rebuild of this old crock. The car was found sitting in the weeds in Southern California where it had reposed for nine years. It was, however, complete with no rust anywhere at

all. Upon searching the history of all the former owners of the car I discovered that this very car was the first Mayflower that I had ever seen.

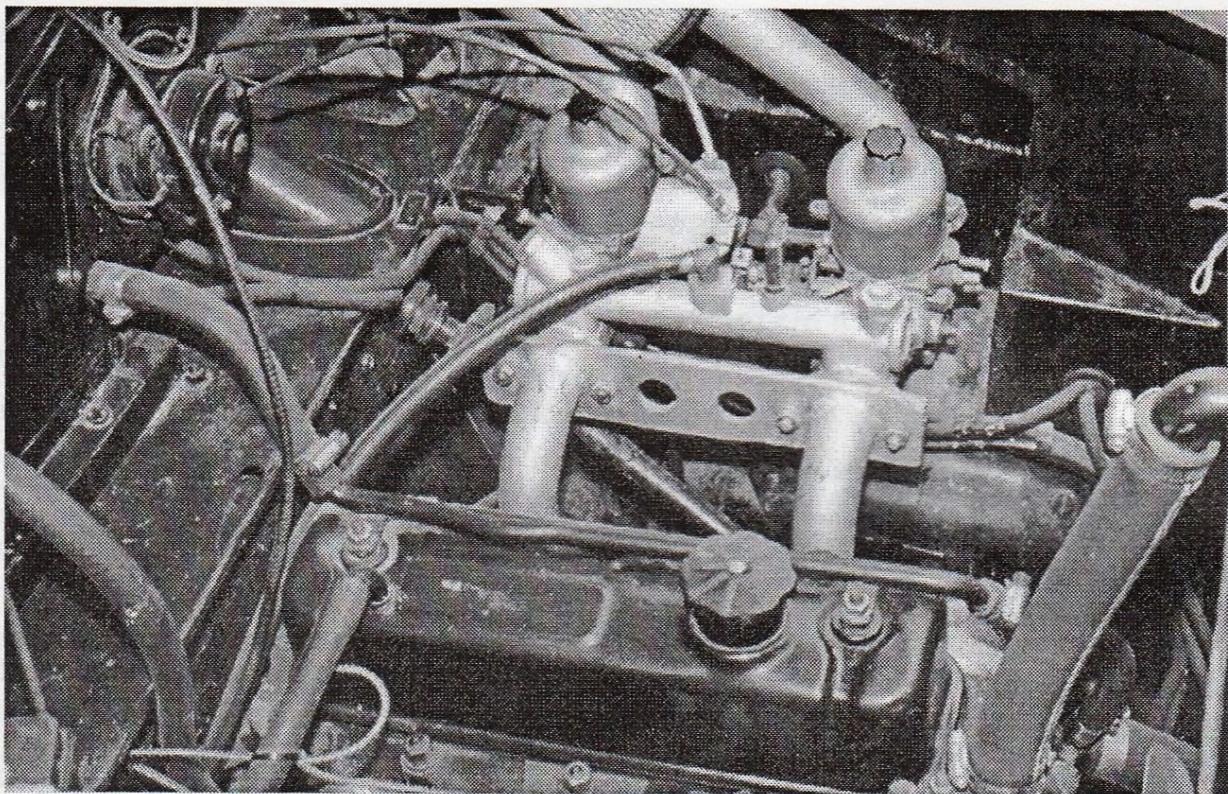
In 1952 I was working for the Cadillac motor car division of General Motors in Los Angeles. A Cadillac owner brought in his car for servicing and following him to take him home again was his wife in this same Mayflower. We fell in love (the car and me). The lady driver told me that her husband had bought the car for her on a whim from the display stand at the New York Motor Sports Show in Madison Square Gardens NY.

The car was wrapped in a three foot wide red bow and was presented to his wife on Christmas morning. Surprise!!!

This was the only Mayflower that I had ever seen until I attended the Club's annual picnic



Bob Lytle's Mayflower



Engine compartment of Bob Lytle's car

at Broughton Castle two years ago. Upon retiring I had searched for five years for one to restore not knowing that there was a club devoted to the Marque.

After installing an electric fuel pump and some fresh gas (petrol) the old girl fired right up. But on its first road run for nine years I found that its performance just could not cope safely with the California Motorways. Since I wanted to be a daily driver there was only one thing to do.

Purists need read no further. I removed all the running gear and replaced it with the entire drive train from an MGB.

Yes, we are talking entire MGB parts here.

It took a great amount of engineering and re-engineering to make everything work without affecting or disrupting the external

looks of the car. All the original Mayflower running gear was given to a man in Kentucky who had a bodyshell but no motive power unit.

The car was originally black with brown upholstery, but came to me painted white - Ugh!!

I painted it black with white interior and with blue piping to match the dash and reveal mouldings. The original trim pattern was duplicated and I can tell you now that it is quite different to all the other cars I saw at the rally in the UK in 1995. The instrument panel is wood in very nice burl walnut a la Roll Royce. Another special feature is that the wings are welded on and leaded in. Not at all usual I understand. This makes me wonder if this car was produced as a special for the NY debut/launch.

MAYFLOWER FOR SALE

The car is garaged and the owner has
begun to restore it

**ALL THE CHROME IS THERE AND
HAS BEEN RESTORED**

WHAT OFFERS

The car needs to be sold quickly and is
much too good to scrap

Contact W. H. Woodland
2 Paterson Place, Shepshed, Leics - Tel: 01509 502561

1950 MAYFLOWER

**TT355 (Second oldest car known to the club)
IN MAROON**

This car was the property of the late L. Ireland (Member 147) and was owned and used daily by him from 1956 to 1993.

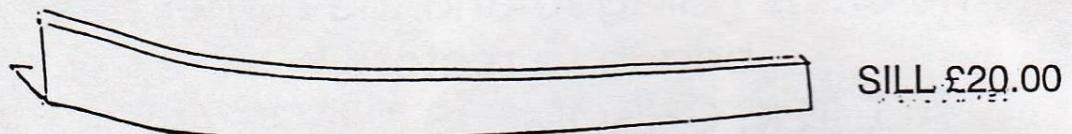
It has not been used since 1993 when it failed the MoT and he no longer drove. The car comes with lots of spares including two engines, one of which is greased and in a plastic bag and is thought to be new!

*John Oaker is assisting Mrs Ireland to sell the
car to a genuine enthusiast*

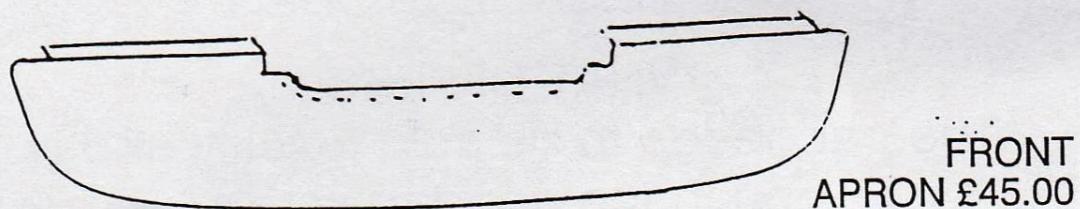
Contact him on 01922 633042

Classic Car Sills

Parts for the Triumph Mayflower

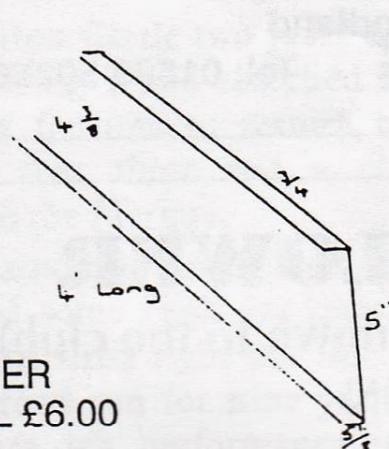


SILL £20.00

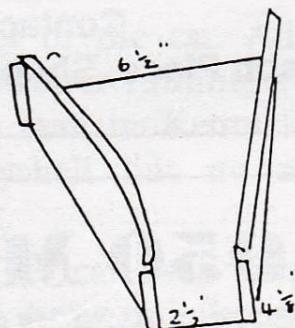


FRONT

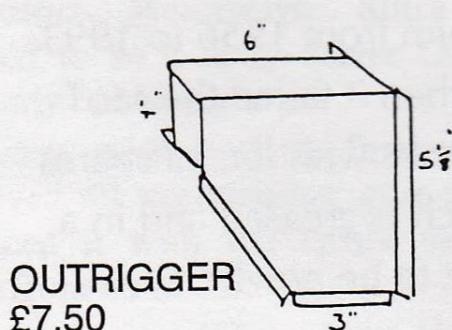
APRON £45.00



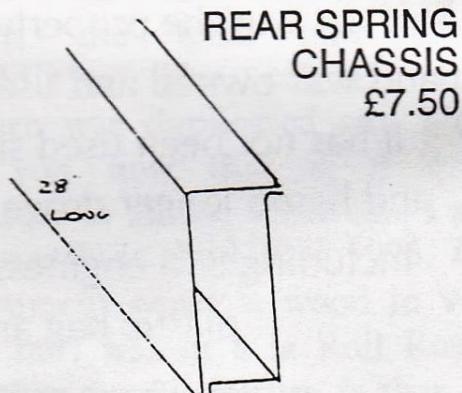
INNER
SILL £6.00



OUTRIGGER
£7.50



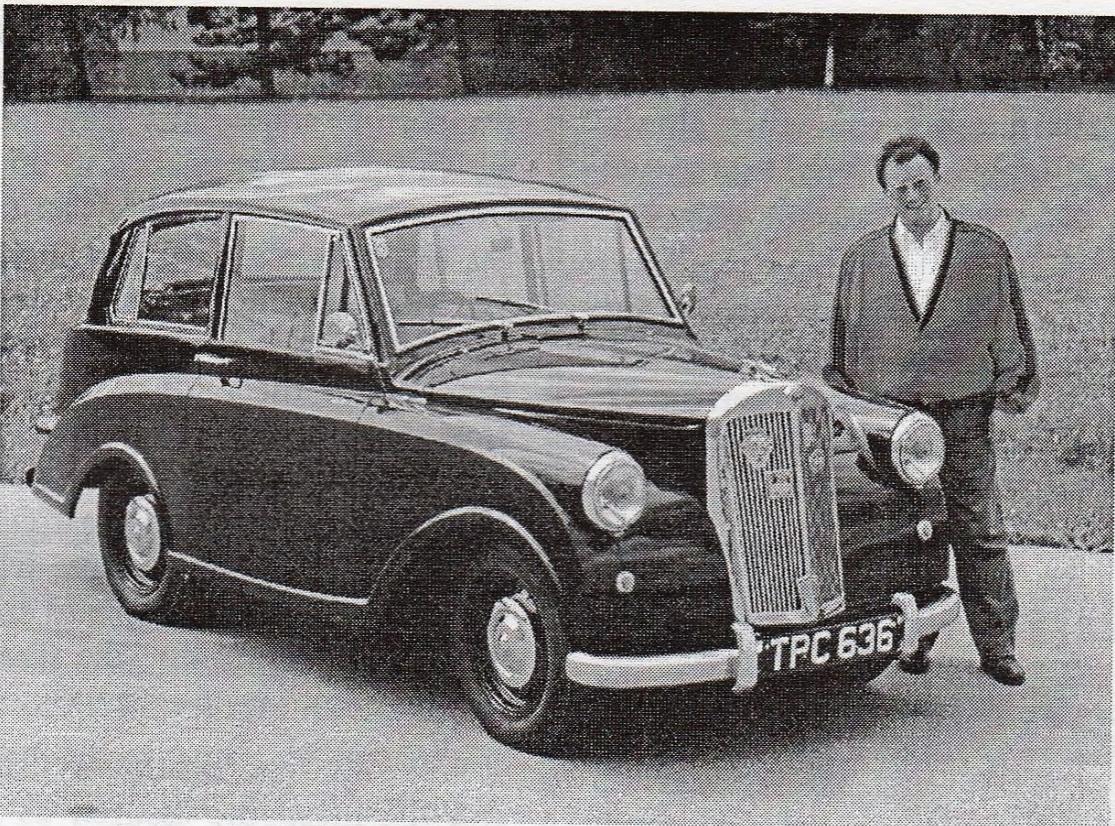
OUTRIGGER
£7.50



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Christian Partsch with his exotic thing

The car evokes much praise and inquisitive glances. The women always say "What a darling little car" and now with its 'big' engine and brakes plus the four speed transmission I can keep up with our 75mph traffic here in Arizona.

The cars name "Madam Mayflower" (Madm Mflr for short) was derived from a famous madam who plied her trade in New York City and wrote a book exposing many high placed officials who were her clients. Most people here in the States understand the connection.

Best Wishes and Thanks to all the hard working folks who keep the club going. Happy Motoring to all you other Mayflower Owners.

Bob Lytle
Cottonwood, Arizona, USA

Thanks go to you Bob. For joining that band of hard-working letter writers who keep the magazine going. Great to hear from you - Sorry, but your photos can only be published as black & white Ed

Exotic thing

Dear John (Oaker),

I beg your pardon for such a long time not writing to you. It's a bit hard to me to tell you any stories in your language.

Now I can send to you some pictures of my Mayflower, which is in our region a nearly "exotic thing". I am very proud of this little noble car!

To explain the different numbers on the car: one photo is the English number the other shows the Austrian number. (Sorry we only had room for one photo.)

With all good wishes.

Yours respectfully
 Christian Partsch, No. 761
 Babenbergerring 12
 A-2700 Wr. Neustadt, Austria

Journey from Salisbury . . .

Dear Phil;

Having now had my Mayflower for three summers (a present to myself on my husband John's retirement) we decided that it was a must to attend the Annual Rally at Avoncroft.

We had a scenic journey through the Cotswolds as planned and a wonderful cream tea stop after which the owners pushed us on our way! (well not us actually, just the car to bump start it). We motored on steadily and then suddenly there was an explosion of steam from under the bonnet, a passing Golf GTI did a 'U' turn and generously emptied his water bottle for us, we then carried on and called at various places where water was given readily and freely to this 'lovely old car' the likes of which had not been seen for years.

We called at Spanners Garage and the mechanic assured us that by taking the thermostat out would do the trick. It didn't, we limped into Perry Hall Hotel to await diagnoses from members who had experienced similar problems. We put the motoring problems behind



FOR SALE

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John or Anne 0117-976 0361

us for the time being and had a pleasant evening in the company of TROC and Mayflower members.

Undeterred we set off cautiously for Avoncroft Museum where on a glorious summer day in such a lovely setting it was good to view such a grand selection of Mayflowers for the first time. Everyone was very helpful offering support and assistance and tweaking here and poking there.

At the end of the day we decided to set off bravely for Salisbury but after a few miles it was apparent that the problem had not been solved so there seemed little choice in view of the distance we had to travel but to call into a pub and call "the very nice man" out from the AA We grandly arrived at our house at 1.00 am.

At the rally we had learned that a quantity of radiators had been recored some years earlier - would there be one left? After a few phone calls we located the last one in a garage at Porlock. The next weekend we drove to Somerset to

collect it and John fitted it within a few days. Glad to say we are up and running again and thanks to the Mayflower have since experienced two more delightful weekends.

Congratulations to the Club on an excellent magazine.

Diane Payne, Salisbury, Wiltshire
Membership No 794

Thank you all

Dear Mr Benson,

I wish to thank all of the members who voted for me and therefore selected my car for the 'Runner Up' at the Triumph Mayflower Show at the Avoncroft Museum, Bromsgrove on 20th July.

It was an honour to receive the trophy.

It was an extremely pleasant afternoon which my family also enjoyed thoroughly.

However, I am still selling my car and if anyone is interested I am asking approximately £2800

Yours sincerely Peter Dale
28a Lansdowne Ave, Codsall
Wolverhampton WV8 2EN

Triyotumph!

Dear Ladies and Gentlemen,

I am interested in becoming a member of your club. At this time I do not own a Triumph Mayflower but I am looking forward to acquiring one if at all possible. I

used to own such a vehicle in the 1970s. It was a 1953 LHD saloon that was originally sold in New York but somehow ended up here in Puerto Rico. When I got it, it had been 'junked' for years and had been exposed to flood waters many times. Apparently the engine had been replaced by one from an Opel Kadett but then the differential gave up. As the car was so very rusty, I cut it on the bottom and mounted the body on a 1969 Toyota Corolla. This happened to have almost the same wheelbase. Then I upgraded the engine from a later 1.6 Toyota car. My friends called it 'Triyotumph'

When I got married in 1981, I sold this car. It ended up junked again and all the old Toyota parts were salvaged out of it. I do not know what happened to the body afterwards!

Cordially yours Hans Van Hoon
1318 Fernandez Junco Ave
Santusce, Puerto Rico 00909

[I checked the date on this one just in case it was 1st April, but it was actually 3rd September - Ed.]

Fancy dress

Dear Ed,

Mo and I went out together this summer to the Bromley Pageant of Motoring. Just for fun and being a bit of a show-off, I entered the fancy dress competition as Groucho Marx. I came last - well someone has to, and I wasn't expecting to win.

In a recent edition of *Flower Power* I told you about the show I went to dressed in top hat and tails. Well the other day I had a letter in the post from the organiser of that show inviting me and the wife to take part in a cavalcade of motoring at Watford with the past and present Mayor's sometime in October.

I get a two night stay in a hotel, all expenses paid - all because I dress funny. Have any of you out there had similar experiences. I'm looking forward to it.

I also went to the Triumph Roadster Club regional run in the countryside around Kent one

1953 TRIUMPH MAYFLOWER FOR SALE

Grey with blue interior

Genuine 92,000 miles. Class 2. Radio and heater

£1750

Contact: Derek Clark (Wakefield) on (01924) 828847

lovely weekend. The sun shone as we met at a pub called "The Lamb" on the A25.

In the car park behind the pub was a great little collection of old Triumph's of all ages. After a big pub lunch we set out for a drive around the country lanes of Chiddington and district. What a marvellous sight the old cars were. It will take place again next year, and was a very sociable affair. Give me a ring for details a bit closer to the time. I'll try to put a reminder in the Spring magazine.

Dave Stafford, Member 822
Tel 0181-656-5844

Tr3flower

Dear Mr Oaker,

My wife and I have acquired a second Mayflower. This one does not have a motor, transmission or driveshaft. I want to put an engine out of a Triumph TR3 into this Mayflower. I know it can be done because years ago I remember reading a story about a person who did it.

The reason for this letter is that I would like to correspond with anyone who has transplanted a TR3 engine into a Mayflower. I could figure it out for myself but would rather draw on someone else's experience to save time and money.

Thank you, Bob Brown
Box 442, Harriston
Ontario, Canada N0G 1Z0

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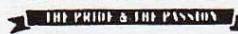
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TRIUMPH MAYFLOWER FOR SALE

Dry stored for 2 years

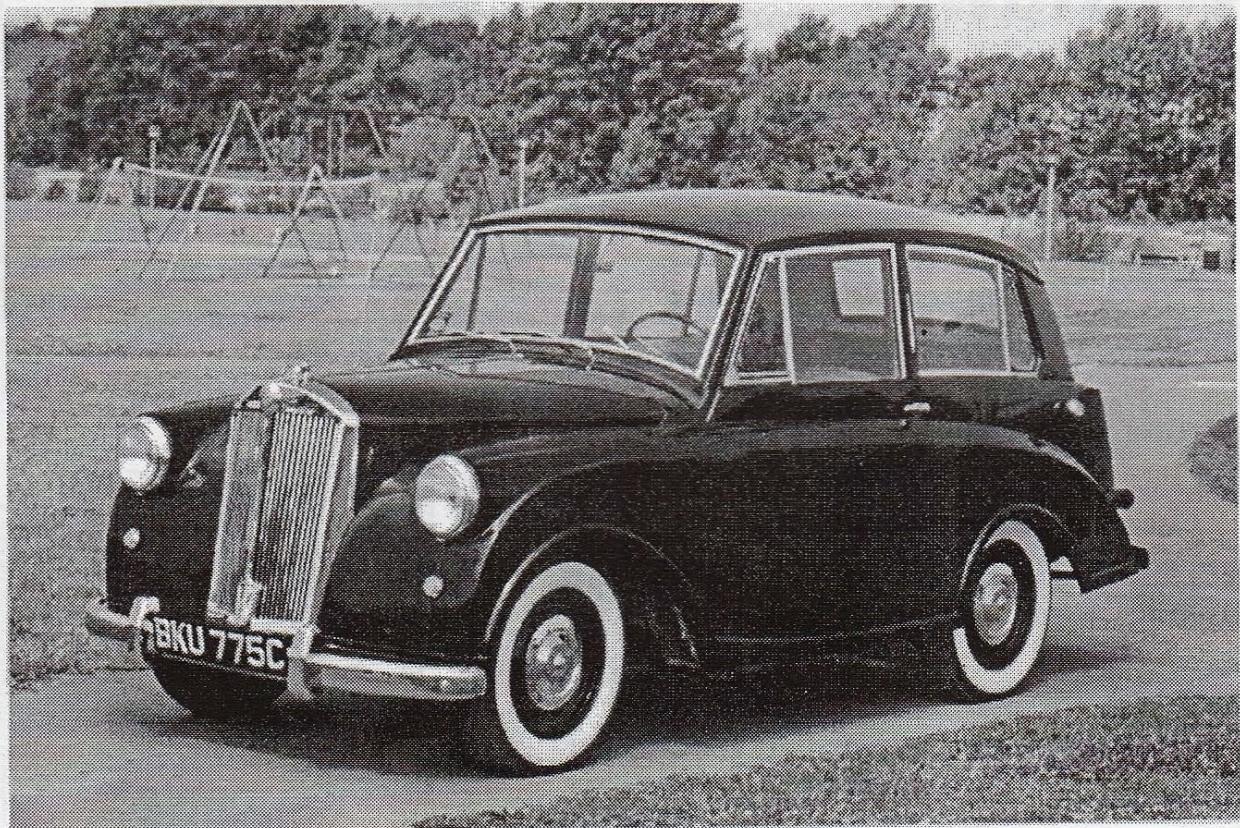
Chrome OK, very little rust

Maroon, brown interior. TT9469DL JFS 945

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Mr Murphy (Carlisle)

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Lionel de Villers' car which, unfortunately, he may be forced to sell because of losing his parking space. Any North Americans interested please contact Lionel (Member 540)

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intentionally
blank**

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